

Miller & Rhoads

Mail Orders Filled at Advertised Prices.

Blankets

Like These Were Needed Last Night

We Fitted Madam Nordica

On last Monday to five pairs of Redfern & La Vida Corsets.

The fact that Madame Nordica bought five pairs of Corsets in Richmond demonstrates that Miller & Rhoads have a Corset Department equal to any in the country.

Great singers like Nordica are of necessity very particular about the fit of their Corsets. Redfern & La Vida Corsets are on sale exclusively at Miller & Rhoads.

Women's Rain Coats, Very Good Bargains, \$7.95

If you happened to be a little short on bed clothing you probably realized that fact.

These Blankets represent the very best in quality & size that is put into articles of this kind at the prices.

White Twill Blankets, 12-4 size, equal in value to the ordinary \$2.50 Blankets. You save a fourth on their price here—\$1.50 pair.

White, Gray or Tan Twill Blankets, 11-4 size, \$1 pair.

White Wool-Filled Blankets, 60x82 inches, \$3 pair.

Gray Wool-Filled Blankets, 72x84 inches, \$3 pair.

White Wool Blankets, 72x84 inches, \$5 pair.

All-Wool Plaid Blankets, 11-4 size, \$5 pair.

Vulcanized rubber on pure mohair, in brown, black & navy. Thoroughly waterproof, button close to the neck, stitched straps over the shoulders.

Leading Citizens Petition Court to Order Election Next January.

EACH DISTRICT TO GET SAME Total Amount Asked Is \$300,000. Will Macadamize and Bridge Eighty-One Miles.

Through Delegate C. W. Throckmorton, a number of prominent property-owners of Henrico county filed a petition in the Circuit Court yesterday asking that an election be ordered to pass on the question of issuing bonds for macadamizing and otherwise improving certain roads in every magisterial district of the county. In presenting the petition, all of the requirements of the law have been complied with and the petitioners ask that the poll be opened on the 21st of next January. Though the order was not entered yesterday, there was no objection made to the petition, and Judge Scott will probably take the necessary steps to-day.

The petition sets forth that the amount of bonds to be issued shall not exceed \$75,000 in each district, \$300,000 for the entire county of four districts. The roads and bridges will be constructed and improved according to plans furnished by the Highway Commission, and will not be less than fourteen feet wide, excluding the slope on either side of the roadbed.

Improvements Proposed. The roads specifically designated in the petition are: District No. 1, Tuckahoe District—Road Street Road from Brook Creek to the Goodrich county line, or as near to it as practicable, a distance of about nine miles; Cary Street Road from Brook Creek to the Goodrich county line, or as near to it as practicable, a distance of about nine miles; and one-half mile, Ridge and Gayton Roads from the River Road to the Quilicoas Road, near Deep Run Creek, three and one-half miles.

District No. 2, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 3, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 4, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 5, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 6, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 7, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 8, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 9, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 10, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 11, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 12, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 13, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 14, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 15, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 16, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 17, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 18, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 19, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 20, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 21, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 22, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

District No. 23, Brookland District—Road Street Road from the corporation line to Brook Creek, three and one-half miles; Hermitage Road from the corporation line to the Brookland District line, three and one-half miles, and from Brookland to the Laurel Reformatory, four and a quarter miles. Along Brook Turnpike from the Brookland District line to the Laurel Reformatory, four and a quarter miles.

Hand Down Separate Opinions as to Station on Norfolk and Western.

Members Have Individual Views, and Express Them Clearly to the Public.

For the first time in the history of the Corporation Commission all three of the commissioners have submitted separate opinions on an important issue. The case involves the changing of the location of a station on the Norfolk and Western Railway at Bellevue, in Bedford county.

After prescribing certain conditions to which the company must conform, the commission yesterday said: "It is further ordered that when such standard combination passenger and freight station shall have been completed and the said contract fully complied with, then the Norfolk and Western Railway Company may abandon the present stations—Goode and Bellevue—and use such new station so to be established, in lieu thereof. "All other questions are reserved."

View of Judge Prentiss. The opinion of Judge Prentiss follows: "I am of the opinion that if no station had ever been established at either Goode or Bellevue, then point No. 1, which is nearer to Bellevue, is the proper place for the proposed new station, and further, and doubt what ever. In view of the fact, however, that under the deed of March 8, 1889, from Walter Izard and wife, the Atlantic, Mississippi and Ohio Railroad Company, the predecessor in title of the Norfolk and Western Railway Company, accepted a donation of three acres of land at Goode upon condition that a station should be established at Goode. I am of the opinion that the people of that neighborhood have a moral and equitable right to the old location of a station at Goode."

For this reason only I concur in the opinion of Commissioner Rhea that the new station shall be located at the point designated as No. 2.

As to the statutes which Commissioner Willard thinks limit the power of the corporation to change the location of a station, I am of the opinion that these enactments only affect, limit and control the powers of the railroad companies in the particulars specified in the sections quoted, and that they do not in any way limit or control the large constitutional and statutory powers of the corporation as to the abandonment or establishment of stations."

What Judge Rhea Says. Judge Rhea's opinion is in part as follows: "This is an application by petition on behalf of the Norfolk and Western Railway Company to be permitted to change the location of its station at Goode, which has been a station for freight and passenger service since 1853 or 1854, and in 1883 the railway company built a new station at Bellevue, and it has continued a flag-stop ever since. About one mile east of the station of Goode is the Bellevue station, which was built in 1883 or 1884, and it is established near there. There is no depot for freight and passenger service at Goode, and many years tickets have been kept and sold in a nearby store, and freight is unloaded on the ground and repacked at the station. The present station of Goode is a flag-stop, and it is a quarter of a mile east of the present Goode station, and point No. 1 is about three-quarters of a mile east of the present Goode station, and point No. 2 is about one-half mile east of the present Goode station."

The Norfolk and Western Railway Company, by reason of its increasing business, has found it necessary to change the location of its station at Goode, and to secure better grades and lighter curves and to lay a double track. In making this change, it is necessary to abandon the present station at Goode, and to establish a new station at Bellevue, and to lay a double track. The company asks that it be permitted to change the location of its station at Goode, and to establish a new station at Bellevue, and to lay a double track.

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Crouse Company Offers to Submit Matters to Expert Engineers.

Issue Squarely Joined Between City Engineer and Flume Contractor.

Offering to submit the question of responsibility for the failure of the settling basin flume to a commission of two expert engineers, one to be selected by the city and one by the contractors, the Crouse Construction Company, through its attorneys, Meredith & Cooke, replied yesterday to the demand of Superintendent of the Water Department Eugene E. Davis, setting up the claim that the flume had been built in accordance with plans and specifications, and that its failure to stand the required water pressure did not indicate any flaw in the construction.

Superintendent Davis promptly acknowledged the receipt of the letter, indicating that he would lay the matter before the Council Committee on Water, and after consultation with Chairman Morgan R. Mills, of that committee, a call was issued for a special meeting to-night at 8 o'clock, when the City Engineer, the City Attorney and the Superintendent of the Water Works have been asked to be present, and further the method of procedure will be determined upon.

The action of the Crouse Construction Company in answering at the expiration of the five-day time limit the letter of Superintendent Davis demanding that the flume be put in working order, follows a visit to Richmond of President Ira R. Crouse and General Manager W. E. Fuller, of the Crouse Construction Company, of Perth Amboy, N. J., who, in company with Resident Engineer Hodgson, spent Tuesday at an examination of the flume, calling later on City Engineer Bolling for a brief conference before leaving for New York.

Will Not Arbitrate. The result of this inspection was evidently a determination to fight the claim of the city, the flume being cracked for nearly one-fifth of its length, while there may be other flaws in the portions lying near the bed of the river, and which have not yet been examined. Finding that repairs were necessary, a decision was made to offer damages along the river, with the possible replacing of some sections of the flume outright, the Crouse people determined to stand on their contract, making the claim that the tube has been built according to specifications.

The eye of a resident engineer and a corps of inspectors representing the city, that throughout the construction no complaint had been made by the city inspectors of defective work, and that so far as was informed, Crouse Company had been working in a manner satisfactory to the city's resident engineer, Mr. Richard Bolling.

Have Retained Counsel. The letter sent to Superintendent Davis yesterday was written by Meredith & Cooke, representing the Crouse people, and after reciting the stand taken by the company, the arbitration of two expert engineers, one selected by the city and one by the contractor, and in the event of a decision, to select a third to act with them. The letter goes on to suggest that if this course is acceptable to the city, the city will have to be promptly filled with water, will be pumped out in time for an examination on Monday next.

Engineer Charles E. Bolling, who as Superintendent of the Water Works, drew the plans and specifications for the great tube, has before offering his resignation, been given competent experts pass on the work, feeling assured that a tube built in accordance with the specifications should stand the water pressure. According to the accepted formulas for concrete work, the tube should have sufficient strength to hold the pressure put upon it, without allowing for the heavy steel reinforcement called for in the concrete.

Would Employ Experts. The city has reserved 10 per cent. of the contract, about \$8,000, and also has a bond for \$10,000. The committee on Water will have to decide to-night whether it is wise to enter into an arbitration with the contractor, adding by the decision of the engineers on whether to accept or reject the Crouse contract and enter into negotiations with some other party to have the cracks out of the bond and reserve fund. A member of the committee stated last night that he would recommend that the city, without entering into any form of arbitration with the Crouse people, employ its own expert engineers to examine the flume and to go over the plans and specifications and to decide to-night whether it is wise to enter into an arbitration with the contractor, adding by the decision of the engineers on whether to accept or reject the Crouse contract and enter into negotiations with some other party to have the cracks out of the bond and reserve fund.

Will End in Court. City Attorney Pollard is clear in his opinion that the Crouse failure is the city's engineer and inspectors, to whom over \$8,000 has been paid for supervising the construction of the flume. In view of the fact that the contractor from the obligation to deliver the job according to contract. If it can be shown to the court, as was stated in the Water Committee report, that the concrete was badly mixed and poorly tamped, and that in many instances the wire reinforcement was held in accordance with the specifications, it would seem that the city has a clear case. On the other hand, if the contractors can show defects in the plan, and that the tube built according to specifications would not necessarily be strong enough to hold the pressure of the head of water to which it was subjected, the contractor would go to them as a member of the committee said last night, it is a matter for expert determination, with the plan, and the tube built according to specifications, and the contractor's grapple the city. "Afterwards, however," added this Councilman significantly, "the Water Committee should start a most rigid investigation into the capability and honesty of its employees and inspectors."

Married in Baltimore. A marriage license was issued in Baltimore yesterday for the wedding of Miss Marie C. Hooper, eighteen years old, of Richmond, to Mr. Arthur G. Bradley, twenty-six years old, of No. 2203 Main Street, Richmond.

Marriage Licenses. Marriage licenses issued yesterday include the following: Everett Ford and Grace F. Johnston; Robinson Crouse Bulman and Ida C. Dean; M. Henderson McComb and Annie W. Smith.

Meetings for Divine Healing. A foreign missionary meeting will be held in the Baptist Church, on the corner of Cary Street, this morning at 11 o'clock. At 6 o'clock in the afternoon a service for divine healing will be held, and at 8 o'clock Bible reading.

TO-NIGHT. THEY WORK WHILE YOU SLEEP.

Fall Overcoats

Of superior make, and of the choicest materials, are here for your selection. Prices range from \$15 to \$40, and each grade is the best obtainable for the price.

English Walking Suits are very fashionable this season—so are "Knox" Hats.

Gans-Rady Company

COMMITTEE WILL PUBLISH THE LIST

Local Managers Decide to Let Public Know What Democrats Put Up.

Following the line of the National Democratic Committee, the City Democratic Committee adopted a resolution at its session at Murphy's Hotel last night to publish the list of contributors to the local campaign fund, beginning next Monday. The names of all the contributors will be printed and opposite the names will be set the amount given by each. The only other matter of importance which came up was a resolution offered by Major Miles M. Martin and adopted, calling upon the chair to name a committee to be composed of one member from each ward, to draft a primary plan to be presented to the next Legislature. This proposition provoked a spirited debate, Messrs. Martin, Saunders, Allen, Duke and others contending for immediate consideration, and Mr. Boyce urging that no action be taken until after the election. Mr. Boyce finally moved to table Major Martin's resolution, and this motion was lost by a vote of 14 to 5. The resolution was then adopted, and the committee within the next few days. The resolution was so amended as to embrace the chairman and secretary, as well as one member from each ward.

SENATOR MARTIN SPEAKS TO-NIGHT

Bryan-Kern-Lamb Club to Give Him Rousing Reception at Sanger Hall.

United States Senator Thomas S. Martin will address the Bryan-Kern-Lamb Club at Sanger Hall to-night, and indications are that a large crowd will be present. Colonel John S. Harrison, the president of the club, will occupy the chair, and Treasurer Pace and Secretary Saville will be on hand to perform their respective duties. Senator Martin has not frequently spoken in Richmond on public occasions, but he has established himself as a campaign orator of rare distinction. The Bryan Club has grown from a small membership to a great organization, embracing nearly 4,000 members. The club has recently forwarded a substantial check to the national committee, and if contributions continue to come in at the present rate, the club will help the national committee to a large extent. Senator Martin will have a large crowd at Sanger Hall to-night, and he is a favorite in Richmond, and the club members are working hard to make the meeting a success.

NO HARD TIMES

Vice-President of Equitable Says Business Outlook Is Satisfactory. An informal conference was held in Richmond last night by some of the officials and agents of the Equitable Life Assurance Society of New York, twenty-five of the leading agents of the company gathered here to meet with First Vice-President George T. Wilson. Other officials from the home office of the company who spent the night here were: Second Vice-President W. N. Edgerton, Agency Supervisor C. C. Hazel, General Agent of Massachusetts F. W. Fuller and others. The offices of the company, a luncheon was served at the Jefferson Hotel at 2 o'clock. Mr. W. A. Danner, agent for Virginia, Mr. W. C. Danner, agent for North Carolina, and Mr. W. C. Danner, agent for South Carolina, were present. In a brief after-luncheon speech, Vice-President Wilson appeared most hopeful of the business outlook of the country, claiming that much of the so-called hard times had been on paper. Mr. Wilson said he looked for an era of greater prosperity than ever before.

FLOOD CALLED WEST

Tenth District Congressman Speaking in Ohio and Indiana. At the earnest request of the National Democratic Committee Congressman H. D. Flood, of the Tenth District, has cancelled all his Virginia appointments and has gone to Ohio to deliver the address at the Ohio State Fair, and to speak at the last two weeks of the campaign speaking for Bryan and Kern. The appointments made for Mr. Flood in Virginia will be filled by others, according to the list.

Mr. Flood is one of the most vigorous and energetic campaigners in the State, and he may be counted upon to "make good" among strangers. He has represented the Tenth District in Congress for many years, and was the chairman of the Virginia delegation at the national convention held in Denver last year.

The Tenth District is safely Democratic, though Mr. Flood leaves it only at the urgent request of the party. He believes he can be of service in doubtful States.

CHARGE LACK OF ECONOMY

Water Department Grappling With Inefficiency and Waste of Energy. A meeting of the Subcommittee on Water was held at the City Hall last night to consider the report of the committee on the water department. A number of changes in the duties of the various officials looking to greater economy and efficiency were recommended. The committee consists of Alderman Donahoe and Councilmen Cutchins and Fuller.

Among the matters informally brought to the attention of the committee was the statement of Councilman Lynch that the water department employs a large number of men to connect a new house with the street water main, and that the trenching was done by hand. The five men arrived and sat on the curbstone for an hour or more awaiting the arrival of the water department men, and the city pays the bill. The subcommittee expects to recommend a new set of rules governing the duties of all officers and employees.

STOLE MOTHER'S SHOES

Robert Hubbard, Thirteen Years Old, Had Had Clothes, but Not Shoes. A thirteen-year-old boy, Robert Hubbard, a thirteen-year-old specimen of black and white, was arrested yesterday by Detective-Sergeants Gibson and Whitely because his mother complained that the boy had robbed herself and her husband of all the clothes they had and left them shoeless. Robert was once on his way to the Reformatory, but his mother's intervention saved him from that fate. He was taken back for another chance. He stole, it is alleged, right and left, and at the same time he stole his mother's shoes. The case is now in the hands of the Reformatory.

GET NEW COMMISSIONS

Reorganization in Military Circles Under the Dick Bill. Conforming to the provisions of the Dick military bill, Governor Swanson has, through Adjutant-General Charles J. Anderson, issued new commissions to all the officers in the volunteer service of the State whose rank has been changed by the new regulations. The commissions are dated July 1, 1908, and are quite handsome. Under the reorganization provisions of the Dick bill there are many changes and promotions. The letters bearing the commissions were mailed to the various officers on Tuesday.

TO-NIGHT

THEY WORK WHILE YOU SLEEP.

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